

OBSTRUCTION DATA SHEET

ODS 363
SALINAS MUNICIPAL AIRPORT
SALINAS, CALIFORNIA

DIGITIZED FROM

OC 363
SURVEYED DECEMBER 1986
7TH EDITION



PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

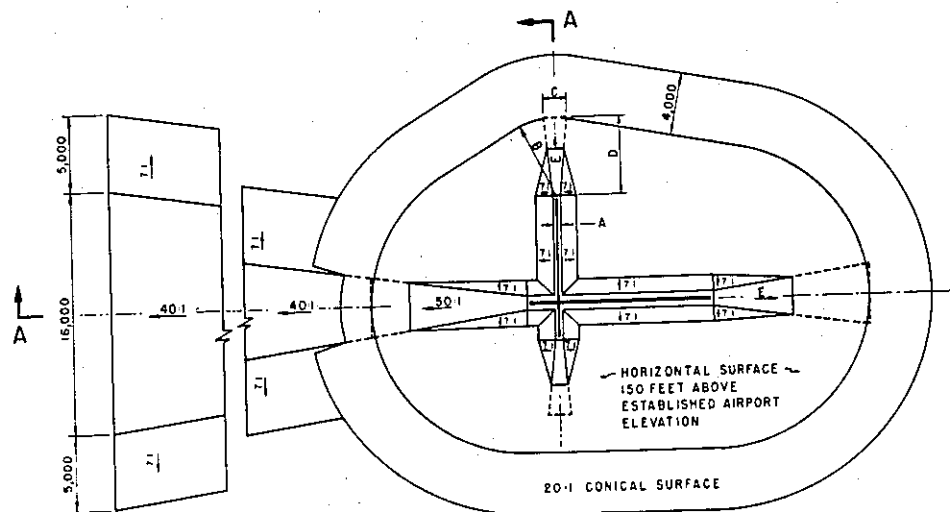
1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)
2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) Utility runway - visual approach only
 A(NP) Utility runway - nonprecision instrument approach
 B(V) Nonutility runway - visual approach only
 C Nonutility runway - nonprecision instrument approach with
 visibility minimums greater than 3/4 mile
 D Nonutility runway - nonprecision instrument approach with
 visibility minimums as low as 3/4 mile
 PIR Precision instrument runway
 SUPLC ... Supplemental C underlying a B(V)

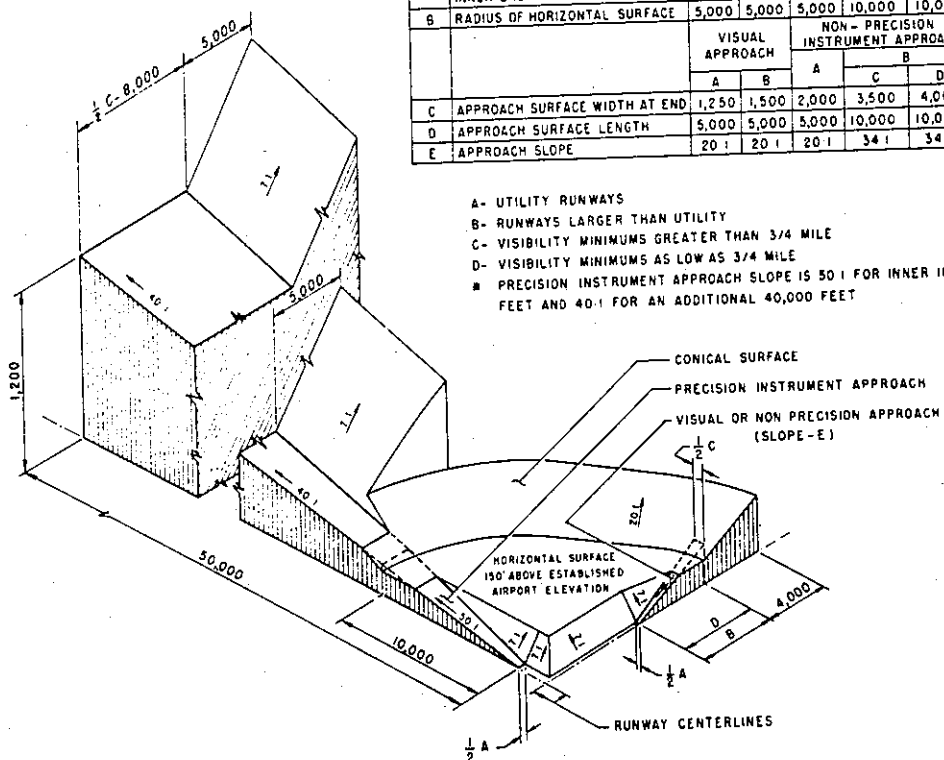
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	B	C	D
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		A	B	A	B	C	D
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	10,000
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	34:1

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- * PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

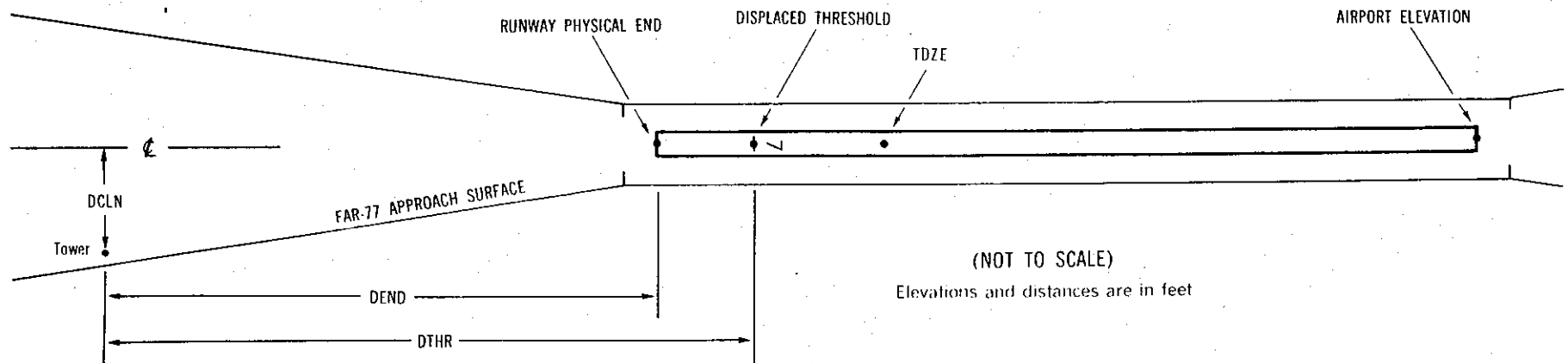
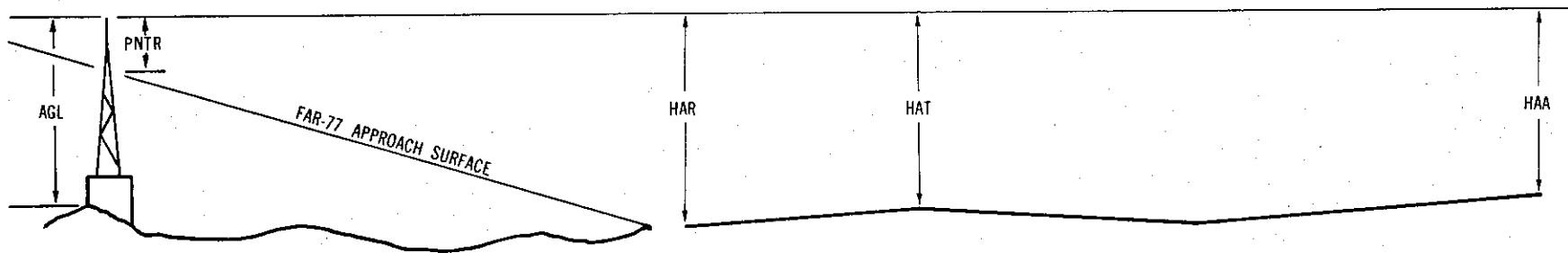
FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

OBJECT	LAT	LONG	A ⁸	ELEV ⁹	AGL ¹⁰	HAR ¹¹	HAT ¹¹	HAA ¹¹	DEND ¹²	DTHR ¹²	DCLN ¹²	PNTR ¹³
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXXX	XXXXXX.XXX	XXXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX



(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

- 1 Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.
- 2 For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)
- 3 Reference runway approach physical end elevation/touchdown zone elevation
- 4 Latitude and longitude of reference runway approach physical end
- 5 Reference runway geodetic azimuth reckoned clockwise from south
- 6 Reference runway displaced threshold elevation/touchdown zone elevation
- 7 Latitude and longitude of reference runway displaced threshold
- 8 Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20
- 9 Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.
- 10 Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ± 10 feet.
- 11 HAA - Height above airport
 HAR - Height above reference runway approach physical end
 HAT - Height above reference runway touchdown zone elevation
- 12 DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
 DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
 DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

 A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.
- 13 PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

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AIRPORT ELEVATION 84

8 SUPLC 68/73 363946.157N 1213658.029W 2764949

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	FNTR
FENCE	363949.54	1213706.21	1A	71		3	-2	-13	703		260L	-12
ROAD (N)	363947.56	1213711.97	1A	76		8	3	-8	1144		6L	-20
POLE	363950.10	1213713.94	1A	98		30	25	14	1335		241L	-3
BUILDING	363944.64	1213727.26	1A	120		52	47	36	2347		436R	-11
OL ANT ON BLDG	363946.30	1213752.01	1A	167		99	94	83	4369		508R	-24

26 SUPLC 81/81 363940.278N 1213557.159W 0965025

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	FNTR
FENCE	363937.00	1213550.75	1A	87		6	6	3	558		267L	-5

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AIRPORT ELEVATION 84

13 C 81/81 364007.136N 1213632.220W 3274952

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	363927.54	1213608.27	1A	83		2	2	-1	-4428		480R	5
OL ON GLIDE SLP	363937.96	1213605.10	1A	101		20	20	17	-3674		300L	24
ROAD (N)	363959.42	1213622.68	1A	92		11	11	8	-1075		242L	13
TREE	364002.58	1213623.89	1A	99		18	18	15	-751		329L	19
TREE	364006.78	1213626.80	1A	102		21	21	18	-265		355L	21
TREE	364008.61	1213629.06	1A	104		23	23	20	-11		297L	23
TREE	364007.28	1213636.33	1A	111		30	30	27	191		275R	30
TREE	364011.22	1213628.70	1A	122		41	41	38	197		463L	41
ROAD (N)	364007.76	1213635.70	1A	94		13	13	10	204		207R	13
TREE	364007.28	1213639.57	1A	127		46	46	43	331		500R	42
TREE	364011.76	1213630.81	1A	113		32	32	29	335		346L	28
ROAD (N)	364010.60	1213634.94	1A	94		13	13	10	415		1R	7
TREE	364014.89	1213630.56	1A	138		57	57	54	592		532L	45
TREE	364010.13	1213642.02	1A	142		61	61	58	681		515R	47
TREE	364017.14	1213634.57	1A	131		50	50	47	959		376L	28
TREE	364014.60	1213643.72	1A	140		59	59	56	1138		391R	31
TREE	364020.66	1213638.24	1A	150		69	69	66	1419		313L	33
TREE	364017.07	1213645.92	1A	141		60	60	57	1445		410R	23
OL ON POLE	364022.09	1213639.50	1A	123		42	42	39	1596		303L	1
OL ON POLE	364021.89	1213643.83	1A	129		48	48	45	1766		6R	2
OL ON POLE	364021.66	1213647.36	1A	129		48	48	45	1900		262R	-2
TREE	364019.88	1213652.59	1A	138		57	57	54	1975		718R	5

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AIRPORT ELEVATION 84

31 PIR 79/79 363926.745N 12136 0.691W 1475011

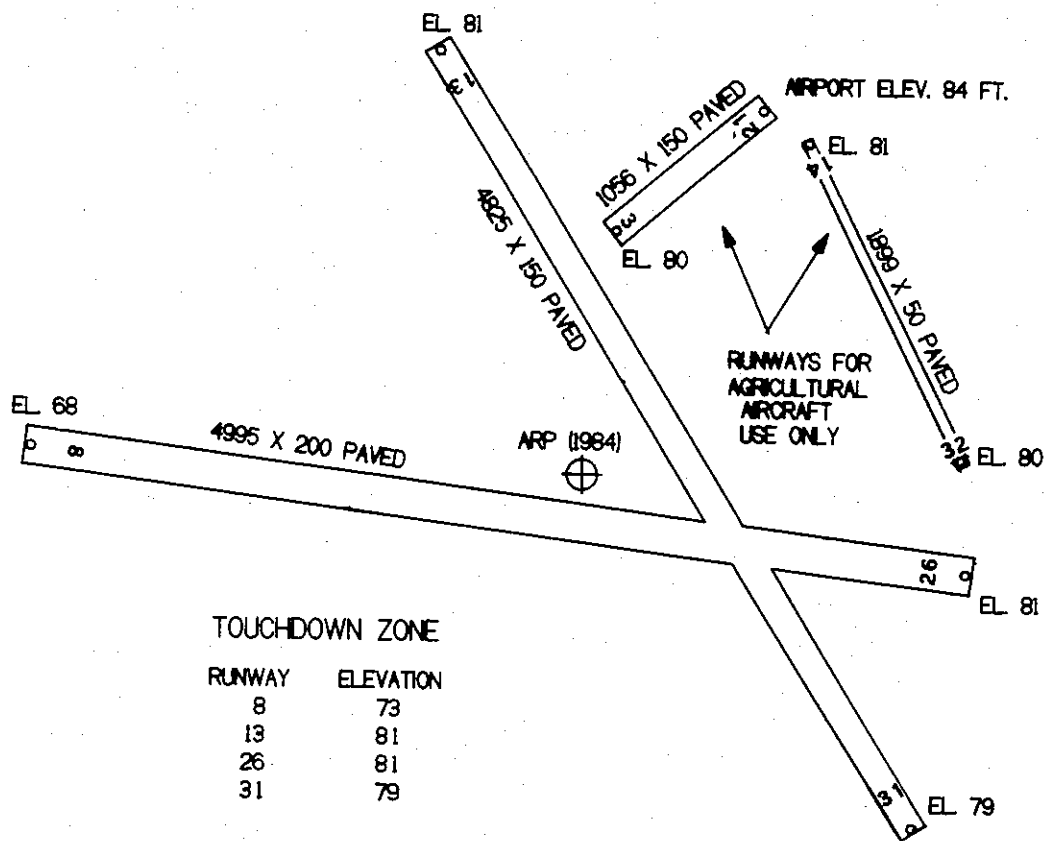
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	364007.76	1213635.70	1A	94		15	15	10	-5030		207L	13
TREE	364011.22	1213628.70	1A	122		43	43	38	-5023		463R	41
TREE	364007.28	1213636.33	1A	111		32	32	27	-5016		275L	30
TREE	364008.61	1213629.06	1A	104		25	25	20	-4815		297R	23
TREE	364006.78	1213626.80	1A	102		23	23	18	-4560		355R	21
TREE	364002.58	1213623.89	1A	99		20	20	15	-4074		329R	19
ROAD (N)	363959.42	1213622.68	1A	92		13	13	8	-3751		242R	13
OL ON GLIDE SLP	363937.96	1213605.10	1A	101		22	22	17	-1152		300R	24
FENCE	363927.54	1213608.27	1A	83		4	4	-1	-397		480L	5
MIDDLE MARKER	363900.85	1213540.43	1A	98		19	19	14	3096		4R	-39
POLE	363858.37	1213529.04	1A	116		37	37	32	3802		656R	-35

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AIRPORT ELEVATION 84

ARP 363947.708N 1213618.768W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL WINDSOCK	363947.86	1213627.70	1A	105		21	255 49	728
OL ON ANEMOMTR	363948.17	1213628.22	1A	107		23	258 4	772
OL VORTAC	363949.94	1213607.65	1A	115		31	60 35	934
ROD ON OL TMOM	363935.98	1213615.68	1A	92		8	152 37	1212
ANT ON OL CT TR	363935.72	1213618.90	1A	159		75	165 5	1213
FLOODLIGHT POLE	363953.60	1213633.00	1A	118		34	281 47	1303
TREE	364003.25	1213621.28	1A	131		47	337 10	1585
ROD ON OL APBN	363954.55	1213641.34	1A	153		69	275 13	1965
OL ON HANGAR	363951.89	1213643.21	1A	121		37	266 35	2036
TREE	364007.66	1213624.00	1A	144		60	332 41	2062
WINDSOCK	363935.07	1213558.30	1A	104		20	112 4	2101
TREE	364010.14	1213625.26	1A	154		70	331 29	2329
TREE	364004.97	1213640.11	1A	133		49	299 43	2464
TREE	364013.53	1213627.44	1A	155		71	329 28	2705
TREE	364009.94	1213644.79	1A	162		78	301 17	3090
TREE	364013.04	1213646.01	1A	163		79	303 42	3390
LIGHT STANDARD	363942.61	1213706.31	1A	95		11	247 1	3908
ANT ON OL TANK	363913.20	1213749.38	1B	188		104	229 19	8166



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